IN THE CLAIMS:

Please replace the claims as follows (the status in accordance with the changes being made on this Amendment being presented below):

1. **(Currently Amended)** A modular family of internal combustion engines, wherein:

the family includes at least three engines, each with a different configuration selected from a group comprising single cylinder, V-type, inline, opposed, square, w-type and radial, a first engine of the at least three engines having a configuration of one of a single cylinder, V-type, W-type, opposed, and radial cylinder configuration, and a second engine of the at least three engines having a configuration of one of an inline and a square cylinder configuration; and

each of the engines includes at least one cylinder, each cylinder of each engine of the family using identical top end component packages, and

two of at least three engines, with different configurations, are each constructed and arranged to power a different recreational vehicle selected from a group comprising snowmobiles, all terrain vehicles, go carts, personal watercraft, boats with outboard motors, boats with inboard engines, motorcycles, scooters, and light aircraft.

2. **(Original)** A modular family of internal combustion engines as in claim 1, wherein the engines are all overhead valve, four-stroke engines and the top end component package comprises:

at least one exhaust valve, valve seat, valve guide, valve stem seal, valve spring, valve spring retainer and exhaust valve rocker arm; and

at least one intake valve, valve seat, valve guide, valve stem seal, valve spring, valve spring retainer and intake valve rocker arm.

3. **(Original)** A modular family of internal combustion engines as in claim 2, wherein the top end component package further comprises:

a piston pin;

a small end rod bearing;

a big end rod bearing;

a set of piston rings;

a pair of connecting rod bolts;

a cam chain tensioner;

an exhaust valve hydraulic tappet for each exhaust valve; and

an intake valve hydraulic tappet for each intake valve.

4. **(Original)** A modular family of internal combustion engines as in claim 3, wherein the top end component package further comprises:

a piston; and

a connecting rod.

5. **(Original)** A modular family of internal combustion engines as in claim 4, wherein the top end component package further comprises:

a cylinder head; and

a camshaft.

6. **(Original)** A modular family of combustion engines as in claim 5, wherein the top end component package further comprises:

at least one rocker arm shaft.

7. **(Currently Amended)** A modular family of internal combustion engines as in claim 1, wherein the first engine has a cylinder configuration of one of ~~engine configurations comprise at least three from a group comprising:~~ a single cylinder, and a V-twin, and wherein the second engine has a cylinder configuration of one of an inline twin, and an inline three.

8. **(Currently Amended)** A modular family of internal combustion engines as in claim 1[[7]], wherein the first engine has a cylinder configuration of one of ~~engine configurations further comprise at least one from a group comprising:~~ a V-six, and a V-four and wherein the second engine has an inline four cylinder configuration.

9. **(Currently Amended)** An engine from a modular family of internal combustion engines, comprising:

at least one cylinder; and

a top end component package associated with the at least one cylinder;

wherein the family includes at least three engines, each with a different configuration selected from a group comprising single cylinder, V-type, inline, opposed, square, w-type and radial, a first engine of the at least three engines having a configuration of one of a single cylinder, V-type, W-type, opposed and radial cylinder configuration, a second engine of the at least three engines having a configuration of one of an inline and a square cylinder configuration;

wherein each cylinder of each engine of the family uses identical top end component packages; and

wherein two of the at least three engines, with different configurations, are each constructed and arranged to power a different recreational vehicle selected from a group comprising snowmobiles, all terrain vehicles, go carts, personal watercraft, boats with outboard motors, boats with inboard engines, motorcycles, scooters, and light aircraft.

10. **(Original)** An engine from a modular family of internal combustion engines as in claim 9, wherein all of the engines of the family are overhead valve, four-stroke engines and the top end component package comprises:

at least one exhaust valve, valve seat, valve guide, valve stem seal, valve spring, valve spring retainer and exhaust valve rocker arm; and

at least one intake valve, valve seat, valve guide, valve stem seal, valve spring, valve spring retainer and intake valve rocker arm.

11. **(Original)** An engine from a modular family of internal combustion engines as in claim 10, wherein the top end component package further comprises:

a piston pin;

a small end rod bearing;

a big end rod bearing;

a set of piston rings;

a pair of connecting rod bolts;

a cam chain tensioner;

an exhaust valve hydraulic tappet for each exhaust valve; and

an intake valve hydraulic tappet for each intake valve.

12. **(Original)** An engine from a modular family of internal combustion engines as in claim 11, wherein the top end component package further comprises:

a piston; and

a connecting rod.

13. **(Original)** An engine from a modular family of internal combustion engines as in claim 12, wherein the top end component package further comprises:

a cylinder head; and

a camshaft.

14. **(Original)** An engine from a modular family of internal combustion engines as in claim 13, wherein the top end component package further comprises:

at least one rocker arm shaft.

15. **(Currently Amended)** An engine from a modular family of internal combustion engines as in claim 9, wherein the first engine has a cylinder configuration of one of ~~engine configurations comprise at least three from a group comprising:~~ a single cylinder~~,~~ and a V-twin, and wherein the second engine has a cylinder configuration of one of an inline twin~~,~~ and an inline three.

16. **(Currently Amended)** An engine from a modular family of internal combustion engines as in claim 9[[15]], wherein the first engine has a cylinder configuration of one of~~engine configurations further comprise at least one from a group comprising:~~ a V-six~~,~~ and a V-four and wherein the second engine has an inline four cylinder configuration.

17. **(Currently Amended)** A method for manufacturing a modular family of internal combustion engines, comprising:

designing a single top end component package; and

designing a family of internal combustion engines, the family including at least three engines, each with ~~a single cylinder engine and at least two multiple cylinder engines, each of the multiple cylinder engines having~~ a different configuration selected from a group comprising a single cylinder, V-type, inline, opposed, square, w-type and radial, a first engine of the at least three engines having a cylinder configuration of one of a single sylinder, V-type, W-type, opposed and radial engine, a second engine of the at least three engines having a cylinder configuration of one of an inline and a square engine;

wherein each cylinder of each engine of the family uses the same top end component package designed in the first step; and

wherein two of the at least three engines, with different configurations, are each constructed and arranged to power ~~at~~ a different recreational vehicle selected from a group comprising snowmobiles, all terrain vehicles, go carts, personal watercraft, boats with outboard motors, boats with inboard engines, motorcycles, scooters, and light aircraft.

18. **(Original)** A method for manufacturing a modular family of internal combustion engines as in claim 17, wherein all of the engines of the family are overhead valve, four-stroke engines and the step for designing the top end component package includes designing the following components of the top end package:

at least one exhaust valve, valve seat, valve guide, valve stem seal, valve spring, valve spring retainer and exhaust valve rocker arm; and

at least one intake valve, valve seat, valve guide, valve stem seal, valve spring, valve spring retainer and intake valve rocker arm.

19. **(Original)** A method for manufacturing a modular family of internal combustion engines as in claim 18, wherein the step for designing the top end component package includes designing the further following components of the top end package:

a piston pin;

a small end rod bearing;

a big end rod bearing;

a set of piston rings;

a pair of connecting rod bolts;

a cam chain tensioner;

an exhaust valve hydraulic tappet for each exhaust valve; and

an intake valve hydraulic tappet for each intake valve.

20. **(Original)** A method for manufacturing a modular family of internal combustion engines as in claim 19, wherein the step for designing the top end component package includes designing the further following components of the top end package:

a piston; and

a connecting rod.

21. **(Original)** A method for manufacturing a modular family of internal combustion engines as in claim 20, wherein the step for designing the top end component package includes designing the further following components of the top end package:

a cylinder head; and

a camshaft.

22. **(Original)** A method for manufacturing a modular family of internal combustion engines as in claim 21, wherein the step for designing the top end component package includes designing:

at least one rocker arm shaft.

23. **(Currently Amended)** A method for manufacturing a modular family of internal combustion engines as in claim 17, wherein the first engine is designed to have a V-twin cylinder configuration amd wherein the second engine is designed to have a cylinder configuration of one of ~~step for designing the single cylinder engine and at least two multiple cylinder engines includes designing at least two of the following engine configurations: a V-twin,~~ an inline twin, and an inline three engine.

24. **(Currently Amended)** A method for manufacturing a modular family of internal combustion engines as in claim 17[[23]], wherein the first engine is designed so as to have a cylinder configuration of one of ~~step for designing the~~

~~single cylinder engine and at least two multiple cylinder engines includes further designing at least one of the following engine configurations: a~~ V-six~~,~~ and a V-four engine and wherein the second engine is designed to have ~~, and~~ an inline four cylinder configuration.

25. **(Currently Amended)** A method for reducing a number of unique components required for manufacturing a modular family of internal combustion engines, comprising:

designing a single top end component package;

designing a family of internal combustion engines, the family including at least three engines, each with a different configuration selected from a group comprising single cylinder, V-type, inline, opposed, square, w-type and radial, a first engine of the at least three engines having a cylinder configuration of one of a single cylinder, V-type, W-type, opposed, and radial engine, a second engine of the at least three engines having a cylinder configuration of one of an inline and a square engine;

~~designing a single cylinder engine and at least two multiple cylinder engines, each of the multiple cylinder engines having a different configuration selected from a group comprising V-type, inline, opposed, square, w-type and radial;~~

wherein, each cylinder of each engine of the family uses the same top end component package designed in the first step and each component in the top end component package is designed to comply with the strictest performance requirement for that component in any application utilizing one of the family of engines; and

wherein two of the at least three engines, with different configurations, are each constructed and arranged to power a different recreational vehicle selected from a group comprising snowmobiles, all terrain vehicles, go carts, personal watercraft, boats with outboard motors, boats with inboard engines, motorcycles, scooters, and light aircraft.

26. **(Original)** A method as in claim 25, wherein all of the engines of the family are overhead valve, four-stroke engines and the step for designing the top end component package includes designing the following components of the top end package:

at least one exhaust valve, valve seat, valve guide, valve stem seal, valve spring, valve spring retainer and exhaust valve rocker arm; and

at least one intake valve, valve seat, valve guide, valve stem seal, valve spring, valve spring retainer and intake valve rocker arm.

27. **(Original)** A method as in claim 26, wherein the step for designing the top end component package includes designing the further following components of the top end package:

a piston pin;

a small end rod bearing;

a big end rod bearing;

a set of piston rings;

a pair of connecting rod bolts;

a cam chain tensioner;

an exhaust valve hydraulic tappet for each exhaust valve; and

an intake valve hydraulic tappet for each intake valve.

28. **(Original)** A method as in claim 27, wherein the step for designing the top end component package includes designing the further following components of the top end package:

a piston; and

a connecting rod.

29. **(Original)** A method as in claim 28, wherein the step for designing the top end component package includes designing the further following components of the top end package:

a cylinder head; and

a camshaft.

30. **(Original)** A method as in claim 29, wherein the step for designing the top end component package includes designing:

at least one rocker arm shaft.

31. **(Currently Amended)** A method as in claim 25, wherein the ~~step for designing the~~ first engine is designed to have ~~single cylinder engine and at least two multiple cylinder engines includes designing at least two of the following engine configurations: a~~ V-twin cylinder configuration and wherein the second engine is designed to have one of~~,~~ an inline twin~~,~~ and an inline three cylinder configuration.

32. **(Currently Amended)** A method as in claim 25[[31]], wherein the ~~step for designing the~~ first engine is designed to have one of ~~a single cylinder engine and at least two multiple cylinder engines includes further designing at least one of the following engine configurations:a~~ V-six~~,~~ and a V-four cylinder configuration and wherein the second engine is designed to have~~, and~~ an inline four cylinder configuration.

33. **(Currently Amended)** One from a family of recreational vehicles incorporating one from a modular family of internal combustion engines, wherein:

the family of engines includes at least two engines

a first engine of the at least two engines having a cylinder configuration of one of~~, each with a different configuration selected from a group comprising~~ a single cylinder, V-type~~, inline~~, opposed, ~~square,~~ w-type and radial engine;

a second engine of the at least two engines having a cylinder configuration of one of an inline and square engine;

each of the first and the second engines includinges at least one cylinder, each cylinder of each engine of the family using identical top end component packages;

the family of recreational vehicles encompasses at least two different recreational vehicles selected from a group comprising snowmobiles, all terrain vehicles, go carts, personal watercraft, boats with outboard motors, boats with inboard engines, motorcycles, scooters, and light aircraft; and

the first and the second engine~~at least two engines, with different configurations,~~ are each constructed and arranged to power one of the at least two different recreational vehicles.

34. **(Original)** One from a family of recreational vehicles as in claim 33, wherein the engines are all overhead valve, four-stroke engines and the top end component package comprises:

at least one exhaust valve, valve seat, valve guide, valve stem seal, valve spring, valve spring retainer and exhaust valve rocker arm; and

at least one intake valve, valve seat, valve guide, valve stem seal, valve spring, valve spring retainer and intake valve rocker arm.

35. **(Orginal)** One from a family of recreational vehicles as in claim 34, wherein the top end component package further comprises:

a piston pin;

a small end rod bearing;

a big end rod bearing;

a set of piston rings;

a pair of connecting rod bolts;

a cam chain tensioner;

an exhaust valve hydraulic tappet for each exhaust valve; and

an intake valve hydraulic tappet for each intake valve.

36. **(Original)** One from a family of recreational vehicles as in claim 35, wherein the top end component package further comprises:

a piston; and

a connecting rod.

37. **(Original)** One from a family of recreational vehicles as in claim 36, wherein the top end component package further comprises:

a cylinder head; and

a camshaft.

38. **(Original)** One from a family of recreational vehicles as in claim 37, wherein the top end component package further comprises:

at least one rocker arm shaft.

39. **(Currently Amended)** One from a family of recreational vehicles as in claim 33, wherein the first engine has a cylinder configuration of one of~~engine configurations comprise at least two from a group comprising:~~ a single cylinder~~,~~ and a V-twin engine and wherein the second engine has a cylinder configuration of one of~~, and~~ an inline twin~~,~~ and an inline three engine.

40. **(Currently Amended)** One from a family of recreational vehicles as in claim 33[[39]], wherein the first engine has a cylinder configuration of one of~~engine configurations further comprise at least one from a group comprising:~~ a V-six~~,~~ and a V-four engine and wherein the second engine has an inline four cylinder configuration.

41. **(Currently Amended)** A family of recreational vehicles sharing a modular family of internal combustion engines, wherein:

the family of engines includes at least two engines

a first engine of the at least two engines having a configuration of one of~~, each with a different configuration selected from a group comprising~~ a single cylinder, V-type~~, inline~~, opposed~~, square~~, w-type and radial;

a second engine of the at least two engines having one of an inline and a square cylinder configuration;

each of the first and the second engines includinges at least one cylinder, each cylinder of each engine of the family using identical top end component packages;

the family of recreational vehicles encompasses at least two different recreational vehicles selected from a group comprising snowmobiles, all terrain vehicles, go carts, personal watercraft, boats with outboard motors, boats with inboard engines, motorcycles, scooters, and light aircraft; and

the first and the second engine~~at least two engines, with different configurations,~~ are each constructed and arranged to power one of the at least two different recreational vehicles.

42. **(Original)** A family of recreational vehicles as in claim 41, wherein the engines are all overhead valve, four-stroke engines and the top end component package comprises:

at least one exhaust valve, valve seat, valve guide, valve stem seal, valve spring, valve spring retainer and exhaust valve rocker arm; and

at least one intake valve, valve seat, valve guide, valve stem seal, valve spring, valve spring retainer and intake valve rocker arm.

43. **(Original)** A family of recreational vehicles as in claim 42, wherein the top end component package further comprises:

a piston pin;

a small end rod bearing;

a big end rod bearing;

a set of piston rings;

a pair of connecting rod bolts;

a cam chain tensioner;

an exhaust valve hydraulic tappet for each exhaust valve; and

an intake valve hydraulic tappet for each intake valve.

44. **(Original)** A family of recreational vehicles as in claim 43, wherein the top end component package further comprises:

a piston; and

a connecting rod.

45. **(Original)** A family of recreational vehicles as in claim 44, wherein the top end component package further comprises:

a cylinder head; and

a camshaft.

46. **(Original)** A family of recreational vehicles as in claim 45, wherein the top end component package further comprises:

at least one rocker arm shaft.

47. **(Currently Amended)** A family of recreational vehicles as in claim 41, wherein the first engine has a cylinder configuration of one of ~~engine configurations comprise at least two from a group comprising:~~ a single cylinder~~,~~ and a V-twin engine and wherein the second engine has a cylinder configuration of one of~~, and~~ an inline twin~~,~~ and an inline three engine.

48. **(Currently Amended)** A family of recreational vehicles as in claim 41[[47]], wherein the first engine has a cylinder configuration of one of ~~engine configurations further comprise at least one from a group comprising:~~ a V-six, and a V-four engine and wherein the second engine has an inline four cylinder configuration.

49. **(Currently Amended)** A method for manufacturing one from a family of recreational vehicles sharing a family of internal combustion engines, comprising:

designing a single top end component package; and

designing a first engine having a cylinder configuration of one of a ~~two engines, each having a different engine configuration selected from a group comprising~~ single cylinder, V-type, ~~inline,~~ opposed, ~~square,~~ w-type and radial;

designing a second engine having one of an inline and square cylinder configuration;

the first and the second engine being part of the family of internal combustion engines

wherein each cylinder of both of the first and the second ~~each~~ engine of the family uses the same top end component package designed in the first step;

wherein the plurality of recreational vehicle types encompasses at least two from a group comprising snowmobiles, all terrain vehicles, go carts, personal watercraft, boats with outboard motors, boats with inboard engines, motorcycles, scooters, and light aircraft; and

the first and the second~~two~~ engine~~, with different configurations,~~ are each constructed and arranged to power one of the at least two different recreational vehicle types from the plurality of recreational vehicle types.

50. **(Original)** A method for manufacturing one from a family of recreational vehicles as in claim 49, wherein all of the engines of the family are overhead valve, four-stroke engines and the step for designing the top end component package includes designing the following components of the top end package:

at least one exhaust valve, valve seat, valve guide, valve stem seal, valve spring, valve spring retainer and exhaust valve rocker arm; and

at least one intake valve, valve seat, valve guide, valve stem seal, valve spring, valve spring retainer and intake valve rocker arm.

51. **(Original)** A method for manufacturing one from a family of recreational vehicles as in claim 50, wherein the step for designing the top end component package includes designing the further following components of the top end package:

a piston pin;

a small end rod bearing;

a big end rod bearing;

a set of piston rings;

a pair of connecting rod bolts;

a cam chain tensioner;

an exhaust valve hydraulic tappet for each exhaust valve; and

an intake valve hydraulic tappet for each intake valve.

52. **(Original)** A method for manufacturing one from a family of recreational vehicles as in claim 51, wherein the step for designing the top end component package includes designing the further following components of the top end package:

a piston; and

a connecting rod.

53. **(Original)** A method for manufacturing one from a family of recreational vehicles as in claim 52, wherein the step for designing the top end component package includes designing the further following components of the top end package:

a cylinder head; and

a camshaft.

54. **(Original)** A method for manufacturing one from a family of recreational vehicles as in claim 53, wherein the step for designing the top end component package includes designing:

at least one rocker arm shaft.

55. **(Currently Amended)** A method for manufacturing one from a family of recreational vehicles as in claim 49, wherein the first engine is designed to have a V-twin cylinder configuration and wherein the second engine is designed to have one of ~~step for designing the single cylinder engine and at least two multiple cylinder engines includes designing at least one of the following engine configurations: a V twin,~~ an inline twin~~,~~ and an inline three cylinder configuration.

56. **(Currently Amended)** A method for manufacturing one from a family of recreational vehicles as in claim 49[[55]], wherein the first engine is designed to have one of ~~step for designing the single cylinder engine and at least two multiple cylinder engines includes further designing at least one of the following engine configurations:~~a V-six~~,~~ and a V-four cylinder configuration and wherein the second engine is designed to have ~~, and~~ an inline four cylinder configuration.

57. **(Currently Amended)** A method for manufacturing a family of recreational vehicles sharing a family of internal combustion engines, comprising:

designing a single top end component package; and

designing a first engine having a cylinder configuration of one of ~~two engines, each having a different engine configuration selected from a group comprising~~ a single cylinder, V-type~~, inline~~, opposed, ~~square,~~ w-type and radial;

designing a second engine having one of an inline and a square cylinder configuration;

the first and the second engine being part of the family of internal combustion engines

wherein each cylinder of the first and the second ~~each~~ engine of the family uses the same top end component package designed in the first step;

wherein the plurality of recreational vehicle types encompasses at least two from a group comprising snowmobiles, all terrain vehicles, go carts, personal watercraft, boats with outboard motors, boats with inboard engines, motorcycles, scooters, and light aircraft; and

the first and the second~~two~~ engines, with different configurations, are each constructed and arranged to power one of the at least two different recreational vehicle types from the plurality of recreational vehicle types.

58. **(Original)** A method for manufacturing a family of recreational vehicles as in claim 57, wherein all of the engines of the family are overhead valve, four-stroke engines and the step for designing the top end component package includes designing the following components of the top end package:

at least one exhaust valve, valve seat, valve guide, valve stem seal, valve spring, valve spring retainer and exhaust valve rocker arm; and

at least one intake valve, valve seat, valve guide, valve stem seal, valve spring, valve spring retainer and intake valve rocker arm.

59. **(Original)** A method for manufacturing a family of recreational vehicles as in claim 58, wherein the step for designing the top end component package includes designing the further following components of the top end package:

a piston pin;

a small end rod bearing;

a big end rod bearing;

a set of piston rings;

a pair of connecting rod bolts;

a cam chain tensioner;

an exhaust valve hydraulic tappet for each exhaust valve; and

an intake valve hydraulic tappet for each intake valve.

60. **(Original)** A method for manufacturing a family of recreational vehicles as in claim 59, wherein the step for designing the top end component package includes designing the further following components of the top end package:

a piston; and

a connecting rod.

61. **(Original)** A method for manufacturing a family of recreational vehicles as in claim 60, wherein the step for designing the top end component package includes designing the further following components of the top end package:

a cylinder head; and

a camshaft.

62. **(Original)** A method for manufacturing a family of recreational vehicles as in claim 61, wherein the step for designing the top end component package includes designing:

at least one rocker arm shaft.

63. **(Currently Amended)** A method for manufacturing a family of recreational vehicles as in claim 57, wherein the first engine is designed to have ~~step for designing the single cylinder engine and at least two multiple cylinder engines includes designing at least one of the following engine configurations:~~a V-twin cylinder configuration and wherein the second engine id designed to have one of~~,~~ an inline twin~~,~~ and an inline three cylinder configuration.

64. **(Currently Amended)** A method for manufacturing a family of recreational vehicles as in claim 57[[63]], wherein the first engine is designed to have one of ~~step for designing the single cylinder engine and at least two multiple cylinder engines includes further designing at least one of the following engine configurations:~~a V-six~~,~~ and a V-four cylinder configuration and wherein the second engine is designed to have~~, and~~ an inline four cylinder configuration.

65. **(Currently Amended)** A method for reducing a number of unique components required for manufacturing a family of recreational vehicles sharing a family of internal combustion engines, comprising:

designing a single top end component package; and

designing a first engine having a configuration of one of a single cylinder, ~~engine and at least one multiple cylinder engine with a configuration selected from a group comprising~~ V-type~~, inline~~, opposed, square, w-type and radial;

designing a second engine having an inline cylinder configuration;

the first and the second engine being part of the family of internal combustion engines;

wherein each cylinder of the first and the second~~each~~ engine of the family uses the same top end component package designed in the first step and each component in the top end component package is designed to comply with the strictest performance requirement for that component in any application utilizing one of the family of engines;

wherein the plurality of recreational vehicle types encompasses at least two from a group comprising snowmobiles, all terrain vehicles, go carts, personal watercraft, boats with outboard motors, boats with inboard engines, motorcycles, scooters, and light aircraft; and

wherein the first and the second engine ~~at least two of the engines, with different configurations,~~ are each constructed and arranged to power one of the at least two different recreational vehicle types from the plurality of recreational vehicle types.

66. **(Original)** A method as in claim 65, wherein all of the engines of the family are overhead valve, four-stroke engines and the step for designing the

top end component package includes designing the following components of the top end package:

at least one exhaust valve, valve seat, valve guide, valve stem seal, valve spring, valve spring retainer and exhaust valve rocker arm; and

at least one intake valve, valve seat, valve guide, valve stem seal, valve spring, valve spring retainer and intake valve rocker arm.

67. **(Original)** A method as in claim 66, wherein the step for designing the top end component package includes designing the further following components of the top end package:

a piston pin;

a small end rod bearing;

a big end rod bearing;

a set of piston rings;

a pair of connecting rod bolts;

a cam chain tensioner;

an exhaust valve hydraulic tappet for each exhaust valve; and

an intake valve hydraulic tappet for each intake valve.

68. **(Original)** A method as in claim 67, wherein the step for designing the top end component package includes designing the further following components of the top end package:

a piston; and

a connecting rod.

69. **(Original)** A method as in claim 68, wherein the step for designing the top end component package includes designing the further following components of the top end package:

a cylinder head; and

a camshaft.

70. **(Original)** A method as in claim 69, wherein the step for designing the top end component package includes designing:

at least one rocker arm shaft.

71. **(Currently Amended)** A method as in claim 65, wherein the first engine is designed to have ~~step for designing the single cylinder engine and at least two multiple cylinder engines includes designing at least one of the following engine configurations:~~a V-twin cylinder configuration and wherein the second engine is designed to have a cylinder configuration of one of~~,~~ an inline twin~~,~~ and an inline three engine.

72. **(Currently Amended)** A method as in claim 65[[71]], wherein the first engine is designed to have one of ~~step for designing the single cylinder engine and at least two multiple cylinder engines includes further designing at~~

~~least one of the following engine configurations:~~a V-six~~,~~ and a V-four cylinder configuration and wherein the second engine is designed to have~~, and~~ an inline four cylinder configuration.

73. **(New)** The modular family of internal combustion engines as in claim 1, wherein the second engine includes at least two cylinders and a cylinder head, the cylinder head being shared by the at least two cylinders.

74. **(New)** The modular family of internal combustion engines as in claim 1, wherein the second engine includes a first and a second cylinder, the first cylinder having a first valve and the cylinder having a second valve, each of the first and the second valve being one of an intake and an exhaust valve, the second engine further including second and a camshaft, the camshaft being shared by the at least two cylinders